



Interview for

Comprehensive Plan Consulting Services

City of Blair, Nebraska

Project Team Here Today



Alyssa Vaughan

Project Manager,
Community Engagement
Lead



Kristen Ohnoutka

Lead Planner



Tim Adams

Transportation Lead,
SS4A Integration

Backed by a deep bench of experts, scaled to match Blair's needs from vision through implementation.

The City's Needs

1

Community-driven plan

2

Planning for growth

3

Investing in the future



Project Management

Trusted partnerships with City and subconsultant

Local offices and staff with regional and national knowledge

Project kick-off > consistent check-in meetings and communication



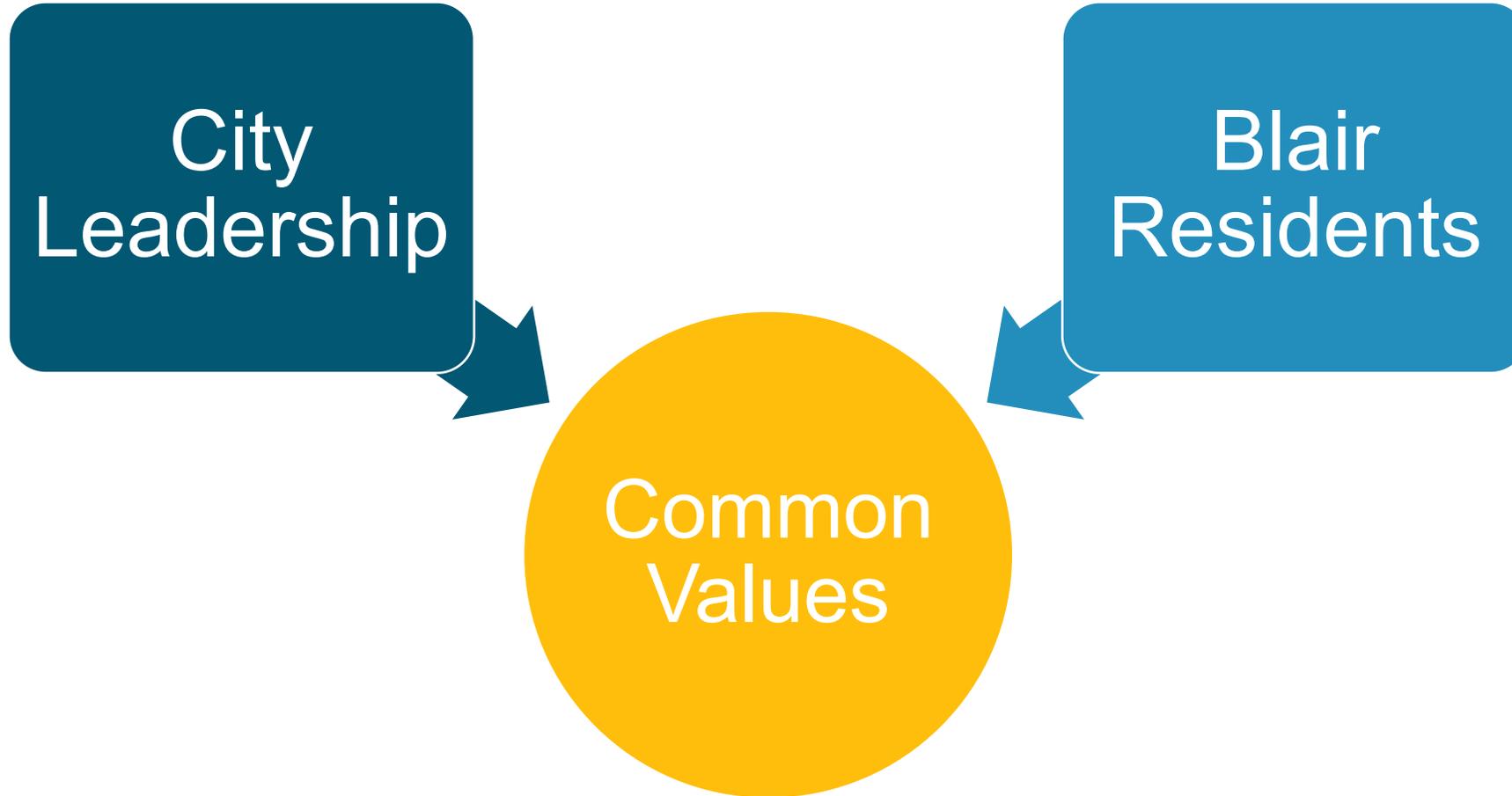


Plan Approach and Experience

Plan Elements



Community Engagement



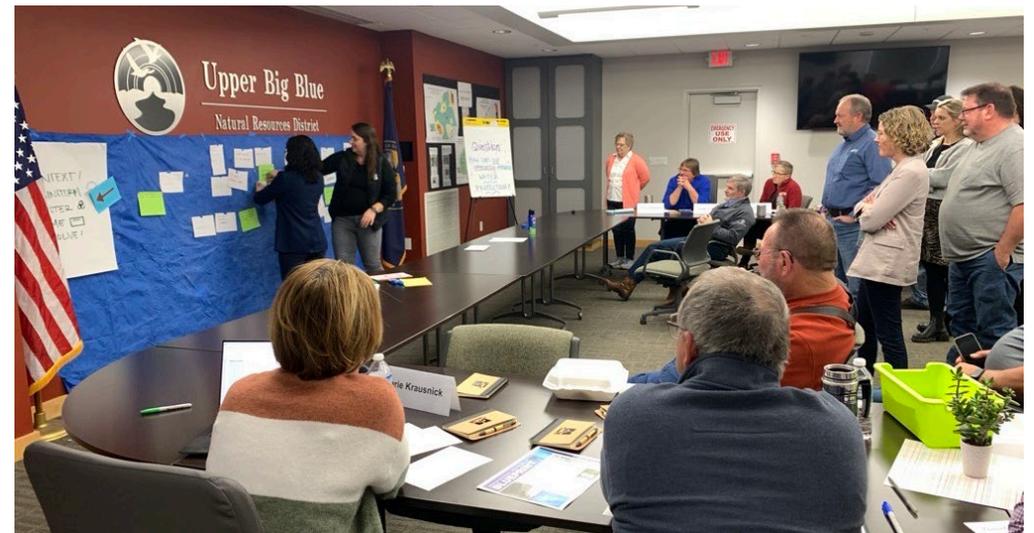


Dedicated strategic planning workshop

Regular progress updates

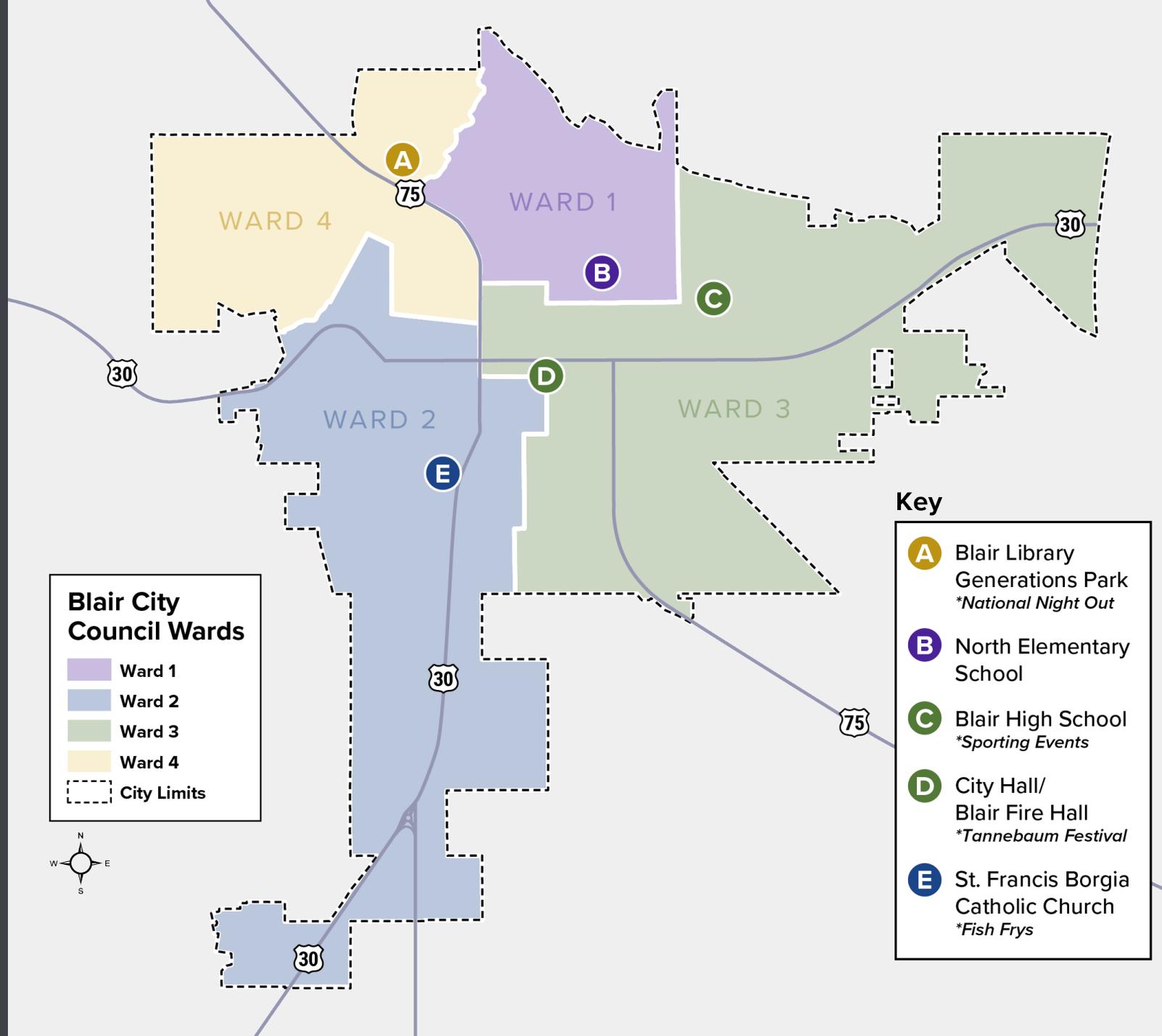
Plan review by chapter, highlighting public input within each section

City Leadership



Meeting people where they are

Now with Penny the Engagement Van!



Blair Residents

Pop-up events

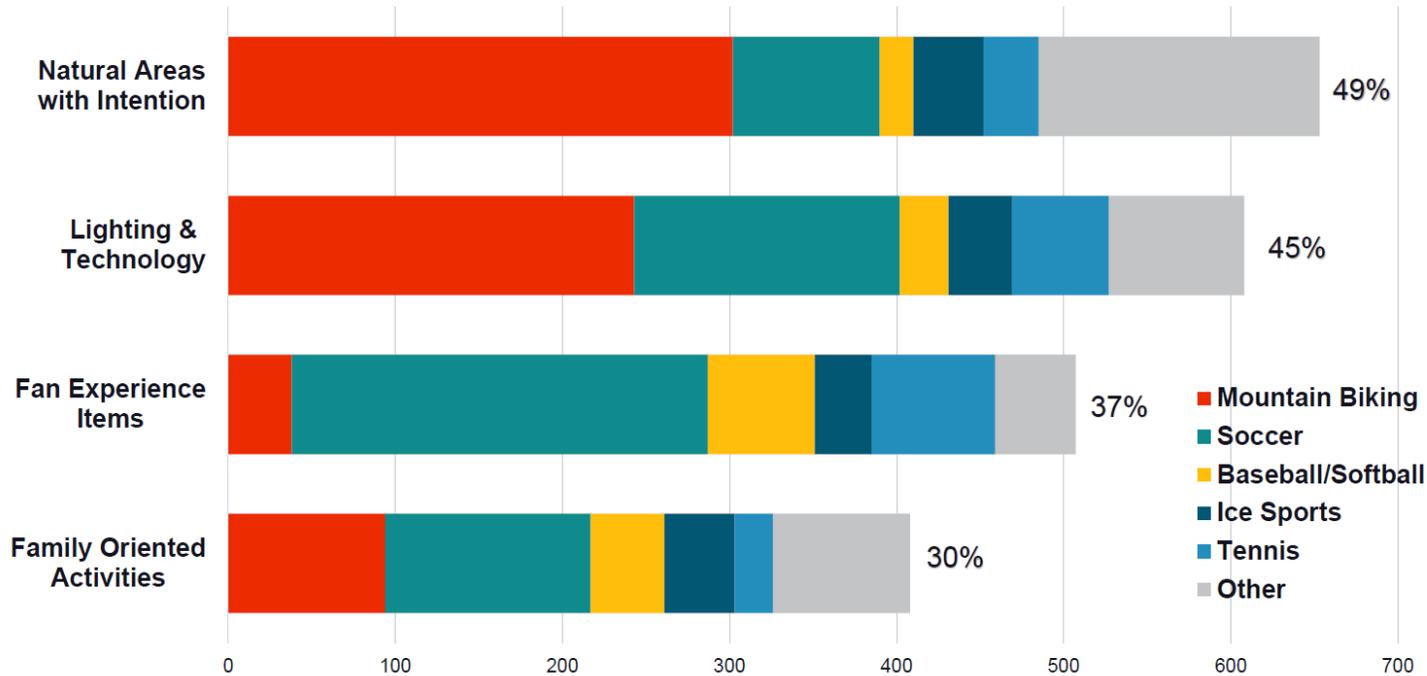
Public open houses

Dedicated focus groups

- Transportation (SS4A)
- Downtown Revitalization
- Parks and Recreation
- City Facilities
- Economic Development



What amenities do you want to see added to Tranquility Park?



Statistically-Valid Survey

Tranquility Park Master Plan

- 1,366 responses over 7 months
- Postcards, social, yard signs

Verified Data Analysis

Streamlined Data Collection & Plan Review Process

- Data inventory process
- Existing conditions report
- Modern planning tools and technology
- Locally-verified context
- Cross-department planning needs
- Statistically valid survey

The result? A lean, comprehensive data review process.

Existing Conditions Report & Community Profile

1. Population Projections
2. Demographic Trends
3. Existing & Future Land Use
4. Transportation Networks & Safety Needs
5. Housing
6. Parks, Recreation, and Trails
7. Downtown Blair
8. Economic Development
9. Community Facilities
10. Infrastructure & Utilities Capacity

Understanding the Community's Needs

Managing **where *and* how growth occurs**
(land use, zoning, annexation strategy)

Housing – 500+ new housing units needed

Economic development – mismatch
between services and people

Transportation system constraints

Infrastructure capacity – getting creative
with strategic capital planning when tax base
is limited

Staying Blair! – preserving strengths and
character while supporting community growth



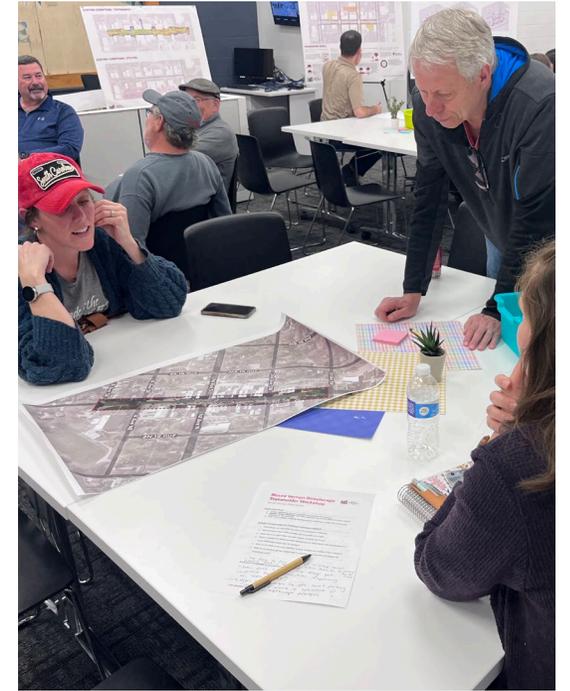
Strong Goal Setting

Strategic planning

Community collaboration

Focus group conversations:

- Transportation (SS4A)
- Downtown Revitalization
- Parks and Recreation
- City Facilities
- Economic Development
- Others



Planning for Strategic Growth

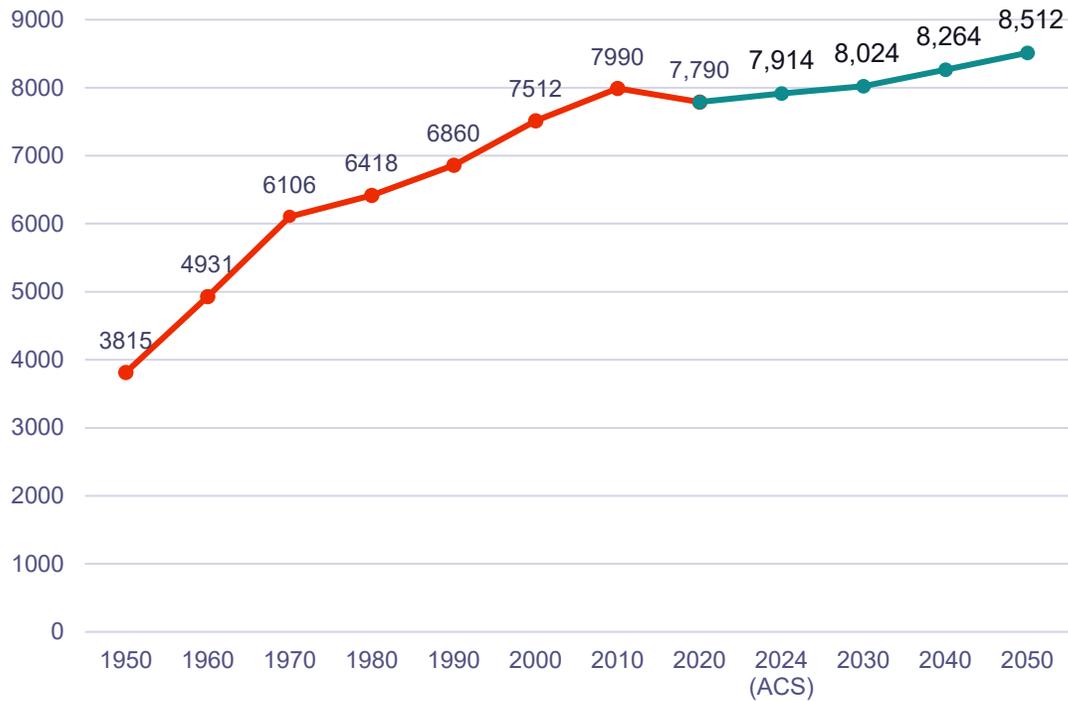
Achieving sustained momentum

- Determining plan feasibility
- Project prioritization and scoring
- Progress tracking is accountability

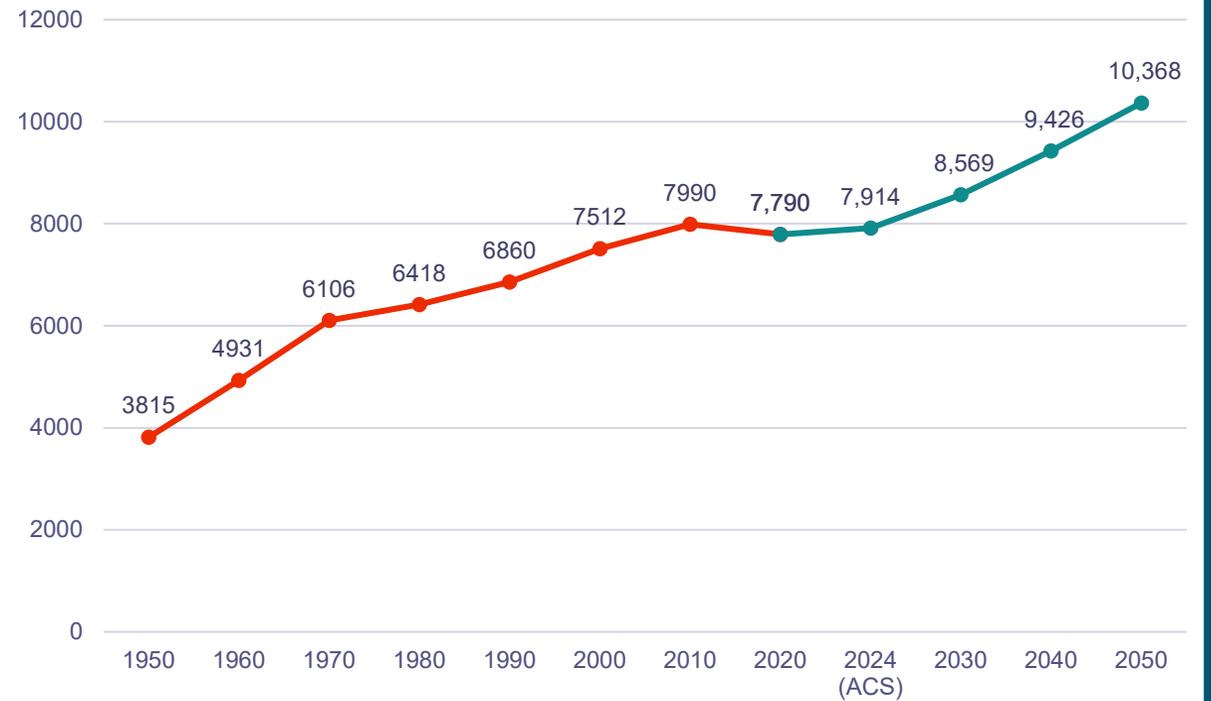


Blair Growth Projection Scenarios

Maintained Pop. Projection (3%)

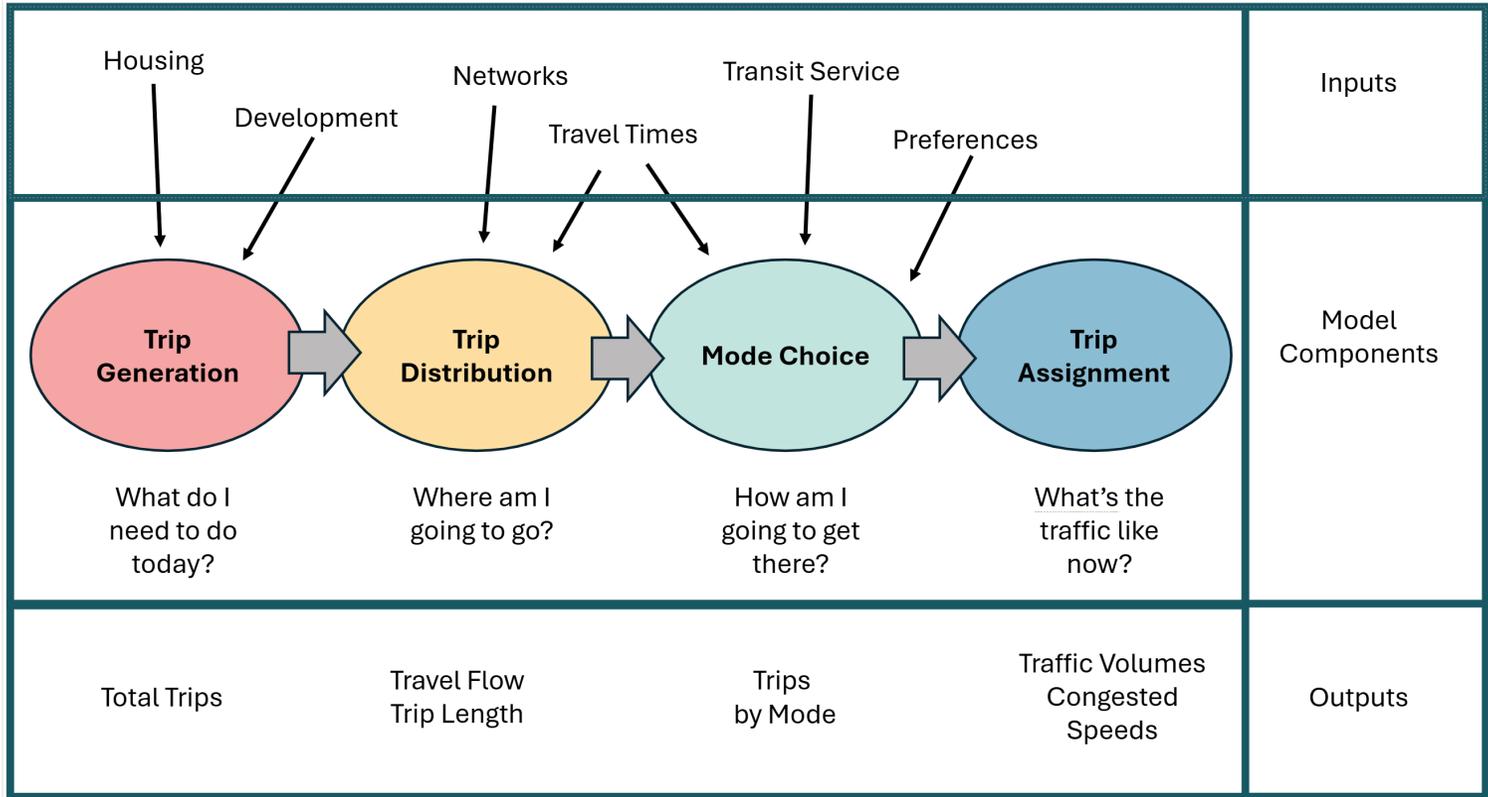


High Pop. Projection (10%)



Planning for Strategic Growth





We are familiar with the MAPA region and its travel demand model

We can help the City account for growth trends and scenario planning

Can prioritize based on outcome:

- Travel Patterns
- Growth Projections
- Funding Scenarios

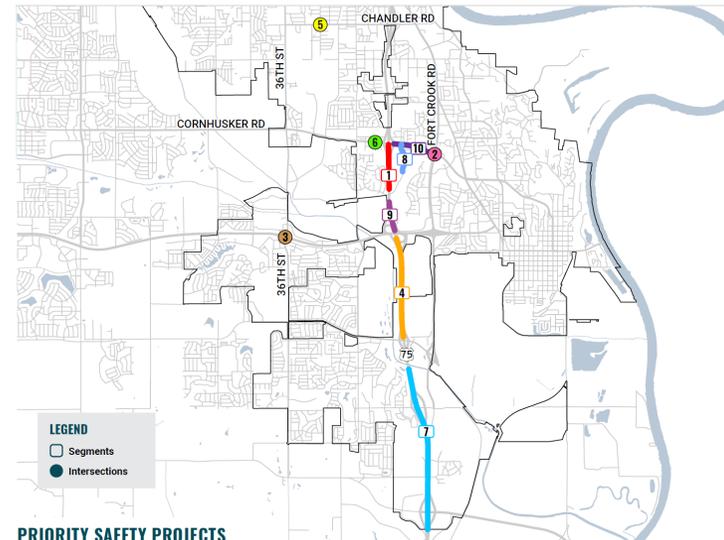
Travel Demand Modeling

Assessing State of Safety

Coordinate directly with SS4A Plan

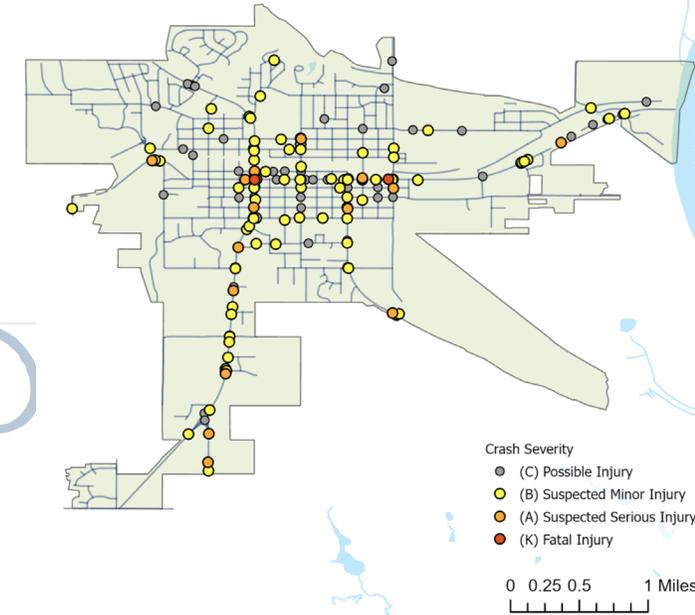
Safety is everyone's #1 priority, but sometimes has to partner with other objectives

- State of Good Repair
- Traffic Operations
- Project Cost



PRIORITY SAFETY PROJECTS

Location	Countermeasure	Planning-level Cost	Potential Lives Saved (20 Yrs)	Potential Serious Injuries Avoided (20 Yrs)	Benefit-to-Cost Ratio (NDOT)	Benefit-to-Cost Ratio (USDOT)
1 Kennedy Freeway / US-75	Cable Median Barrier	\$630,000	-	3.0	45.6	16.1
2 Cornhusker Rd & Fort Crook Rd S & Harvell Dr	Multi-Lane Roundabout	\$3,750,000	5.4	26.8	12.4	20.5
3 36th St & NE-370	Systemic Traffic Signal Modifications	\$230,000	-	3.0	24.3	25.6
4 Kennedy Freeway / US-75	Cable Median Barrier	\$1,360,000	1.5	4.6	14.7	15.0
5 Chandler Rd & 30th St	Mini-Roundabout	\$750,000	-	8.0	17.8	11.1
6 21st St & Cornhusker Rd	Multi-Lane Roundabout	\$3,750,000	5.4	2.7	8.4	14.9
7 Kennedy Freeway / US-75	Cable Median Barrier	\$2,230,000	6.1	6.1	8.2	24.7
8 15th St	Lane Reconfiguration	\$410,000	-	1.2	72.2	15.1
9 Kennedy Freeway / US-75	Cable Median Barrier	\$380,000	-	1.5	29.2	10.2
10 Cornhusker Rd	RSA and Improvements	\$1,220,000	-	2.0	17.4	7.1



Crash Severity
 ● (C) Possible Injury
 ● (B) Suspected Minor Injury
 ● (A) Suspected Serious Injury
 ● (K) Fatal Injury
 0 0.25 0.5 1 Miles

SS4A Knowledge and Collaboration



**Vision Zero
Omaha**
Nebraska



**Safe Streets
Lincoln Vision
Zero**
Nebraska



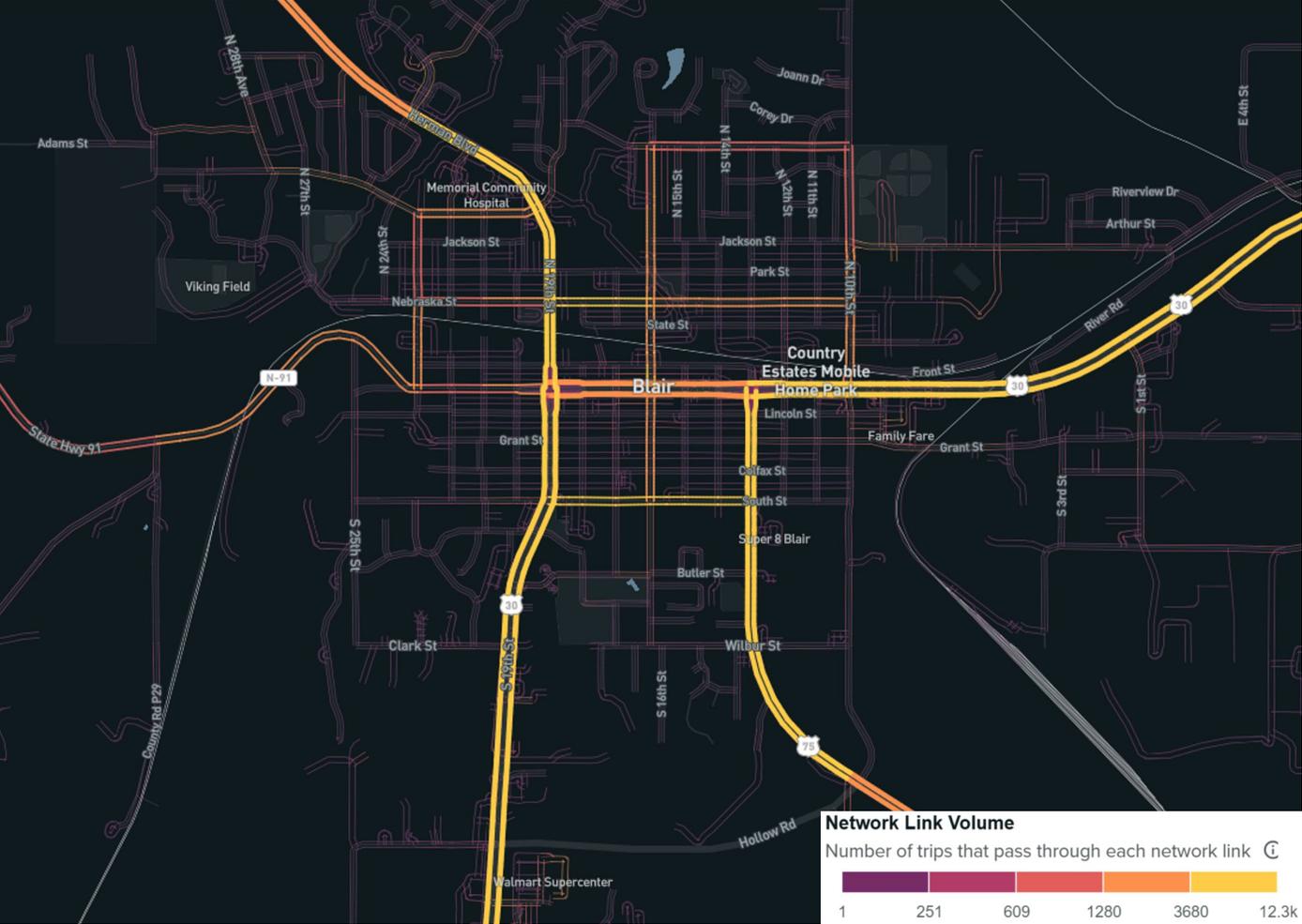
Sturgis SS4A
South Dakota



**Omaha Ames
Avenue**
Nebraska



**First to be
awarded SS4A
implementation
funding in the state*



Assess how people are traveling in Blair

What facilities currently exist?

Analyze the transportation network:

- Vehicles
- Pedestrians
- Bicyclists
- Transit

Accounting for Multi-Mobility

Incorporating 'Complete Streets'

Create livable and economically thriving streets through design

Make sure the right typology (cross-section) is aligned for growth opportunities

Contexts can include:

- Urban Core
- Urban Local
- Suburban
- Arterial

DESCRIPTION AND INTENTION:

A typology for the region's smaller, active and walkable commercial districts that build communities around neighborhoods, create unique suburban experiences, and foster unique local character in small towns through sensitive density, height, and uses. A rural town Main Street is characterized by its provision of wide sidewalks and amenities and on-street parking that serves local businesses. Where possible bicycle facilities and medians / center turn lanes should be considered.



APPLICABLE CONTEXTS:

AASHTO Context	Municipality
Rural Town (RT)	SCC; JEF; FRK

CONTEXT CHARACTERISTICS:

Factors	Quantitative Metric
Development Density	1-3 Stories typical; heights may vary widely; and parcels are often built out.
Land Uses	Mostly vertical mixing of land uses within buildings with some areas of concentrated, single land use areas.
Building Setbacks	Ranging from 0' to 25' front setbacks, consistently and some consistent side setbacks relative to adjacent buildings.
Parking Location	> 60% On-street parking. < 40% Off-street parking. ~ 0% In buildings / structures.

FHWA and NDOT Compliance

Our team is familiar with FHWA resources and compliance

Any transportation recommendations and projects will directly tie into NDOT specifications and standards

Align Comprehensive Plan priorities with FHWA and NDOT

- *Not only for compliance, but for future funding opportunities*



Why the JEO/WSP Team?



Trusted
partner and
partnership



Commitment
to strong
engagement



Investment in
the strategic
growth of Blair